

2.6 AVIATION FACILITIES

All of the airports in the study area are considered General Aviation airports. They are either publicly or privately owned, public use airports that serve general aviation needs.

Arizona's airport system is categorized by the ADOT Aeronautics Division into two subsystems - a primary system and a secondary system. Airports are assigned to a category primarily by size and usage. In order for an airport to be included in the primary system, it must be open to the public and meet at least one of the following criteria:

- Have 10 or more based aircraft or 2000 or more yearly operations; or
- Have scheduled air carrier service; or
- Receive commuter service regularly; or
- Be projected to meet any of the above criteria within 10 years.

Information on the airports in the study area was obtained from the ADOT Aeronautics Division website (<http://www.dot.state.az.us/Aviation/index.asp>) and the website AirNav.com, which provides airport information for pilots. Airport locations in the study area are shown in Figure 2-11.

Notification to the Federal Aviation Administration (FAA) Administrator may be required prior to construction of roadway projects that are located within 20,000 feet of an airport or 5,000 feet of a heliport, based upon guidance standards as stipulated in 14 CFR Part 77, Objects Affecting Navigable Airspace, and explained in FAA Advisory Circular AC 70/7460-2K.

2.6.1 Primary Airports

Primary airports in the study area are described below.

Coolidge Municipal Airport

A publicly owned, public use general aviation airport located 9 miles southeast of Coolidge. Aircraft operations average approximately 124 flights per week, based on data for a 12-month period ending in July, 2005. These flights are primarily local general aviation flights (61 percent).

Pinal Airpark

A publicly owned, public use general aviation airport located 7 miles northwest of Marana. Aircraft operations average 29 flights per day, based on a 12-month period ending in January 2004. Flights are primarily local general aviation flights and military flights (31 percent).

Eloy Municipal Airport

A public use, publicly owned general aviation airport located 3 miles northwest of Eloy. Aircraft operations average approximately 42 per day, based on a 12-month period ending March 31, 2006. Approximately 92 percent of the flights are local general aviation flights,

with the remainder being primarily transient or itinerant (non-local based) general aviation flights.

2.6.2 Secondary Airports

Secondary airports in the study area are described below.

Superior Municipal Airport

Superior Municipal Airport is a publicly owned, public use facility located two miles southwest of Superior. Aircraft operations average 200 flights per year, based on a 12-month period ending in July 2005. All of the flights were considered transient or itinerant (non-local based) general aviation flights.

Kearny Airport

Kearny Airport is a publicly owned, public use airport, this airport is located one mile south of Kearny. Aircraft operations average approximately 50 flights per week based on a 12-month period ending in July, 2005. Approximately 85 percent of the flights are considered transient general aviation flights. The remainder of the flights are considered local general aviation flights.

San Manuel Airport

San Manuel Airport is a privately owned airport (by BHP Billiton), but it is leased to Pinal County and open to the public. The airport is located two miles northwest of San Manuel. Aircraft operations average 39 per day, of which 90 percent are local general aviation and 10 percent are transient general aviation, based on data for the year ending 3/31/2008.

2.6.3 Heliports

Heliports in the study area include:

Boeing Heliport

Boeing Heliport is a private use facility located near Mesa.

Lost Dutchman Heliport

Lost Dutchman Heliport is a public use airport located near Apache Junction. Aircraft are restricted to no larger than single rotor type.

Picacho Stagefield Heliport

Picacho Stagefield Heliport is a military-owned airport located four miles southeast of Picacho. It is owned by the Arizona Army National Guard and is used for helicopter training.

Goldfield Ghost Town Heliport

This heliport is located three miles northeast of Apache Junction. It is a private use heliport and permission is required in order to land. The heliport is owned by Heliservices.

Rittenhouse Army Heliport

This military-owned heliport is located 10 miles east of Queen Creek. It is a private use heliport and permission is requested in order to land. The heliport is owned by the U.S. Army and used for military helicopter training.

Airports in the study area that are not in the State Aviation System Plan, and not shown in Figure 2-12, are described below.

Biosphere 2 Landing Field

Biospher 2 Land Field is a private use airport located near the community of Oracle.

Twin Hawks Airpark

Twin Hawks Airpark is a private use airport located east of I-10, near the Pima County/Pinal County line.

Eds Field

Eds Field is a privately owned airport located near Picacho.

Sarita Airport

Sarita Airport is a privately owned airport located near Coolidge.

Valley Farms Airport

Valley Farms Aiport is a privately owned airport located near Coolidge.



Regional Framework Study: Central Arizona

PRELIMINARY
DRAFT

MAG Regional
Transportation Plan

I-8/I-10
Hidden Valley
Framework Study

PAG Regional
Transportation Plan

Figure 2-12
Aviation Facilities

- Legend
- City/Town
 - Interstate
 - Highway
 - Railroad
 - River
 - Lake
 - County Boundary
 - Framework Study Boundary
 - Study Area Boundary
 - Wilderness Area
 - National Monument

- Land Ownership
- BLM
 - Tribal Community
 - Local or State Parks
 - National Park Service
 - US Forest Service
 - Military
 - Private
 - State Trust Land

Airports in the
State Aviation System Plan

Primary Airports

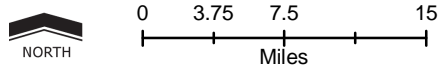
- General Aviation Airport

Secondary Airports

- Community Airport

Airports not included in the
State Aviation System Plan

- Other Airport/Heliport



NOTE:
While every effort has been made to ensure the accuracy of this information, the study team makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.